

Oceanic Steamship Company

Alameda Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
APR. 3.....	APR. 9	APR. 14.....	APR. 20
APR. 24.....	APR. 30	MAY 5.....	MAY 11
MAY 15.....	MAY 21	MAY 26.....	JUNE 1
JUNE 5.....	JUNE 11	JUNE 16.....	JUNE 22
JUNE 26.....	JULY 2	JULY 7.....	JULY 13
JULY 17.....	JULY 23	JULY 28.....	AUG. 3
AUG. 7.....	AUG. 13	AUG. 18.....	AUG. 24
AUG. 28.....	SEPT. 3	SEPT. 8.....	SEPT. 14

Rates from Honolulu to San Francisco. First Class, \$65; Round Trip, \$110; Family Rooms, extra.

FOR PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC STEAMSHIP CO.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR VANCOUVER.

FOR FIJI AND AUSTRALIA.

MOANA.....	FEB. 3	AORANGI.....	MARCH 31
MAKURA.....	MAR. 2	MAKURA.....	APR. 2

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.
Theo. H. Davies & Co., Ltd., Gen'l Agents

American - Hawaiian Steamship Company

From New York to Honolulu---Weekly Sailings via Tehuantepec

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM SAN FRAN. TO HONOLULU. FROM SEATTLE AND TACOMA TO HONOLULU DIRECT.

PLEIADES TO SAIL.....APR. 17
 Freight received at Company's wharf, Greenwich Street.

FROM HONOLULU TO SAN FRANCISCO. FROM SEATTLE AND TACOMA TO HONOLULU DIRECT.

PLEIADES TO SAIL.....APR. 2
 H. HACKFELD & CO., LTD., Agents, Honolulu

C. P. Morse,

General Freight Agent

Pacific Mail Steamship Co.

Toyo Kisen Kaisha S. S. Co.

Steamers of the above companies will call at HONOLULU and leave this port on or about the dates mentioned below:

ARRIVE HONOLULU FROM S. F.	LEAVE HONOLULU FOR S. F.
NIPPON MARU.....MAR. 26	CHIYO MARU.....MAR. 30
SIBERIA.....APR. 1	ASIA.....APR. 6
CHINA.....APR. 9	MONGOLIA.....APR. 17
MANCHURIA.....APR. 15	TENYO MARU.....APR. 27
CHIYO MARU.....APR. 23	KOREA.....MAY 4
ASIA.....MAY 1	NIPPON MARU.....MAY 15
MONGOLIA.....MAY 11	SIBERIA.....MAY 25
TENYO MARU.....MAY 20	CHINA.....JUNE 1
KOREA.....MAY 27	MANCHURIA.....JUNE 8
NIPPON MARU.....JUNE 5	CHIYO MARU.....JUNE 12
SIBERIA.....JUNE 16	ASIA.....JUNE 25
CHINA.....JUNE 24	MONGOLIA.....JULY 6

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

MATSON NAVIGATION COMPANY

Schedule S. S. HILONIAN in the direct service between San Francisco and Honolulu.

Arrive Honolulu.	Leave Honolulu.
S. S. HILONIAN.....MAR. 17TH	MAR. 23RD
S. S. HILONIAN.....APR. 14TH	APR. 20TH
S. S. HILONIAN.....MAY 12TH	MAY 18TH
S. S. HILONIAN.....JUNE 9TH	JUNE 15TH

The S. S. LURLINE of this line, carrying both freight and passengers, sails from this port for San Francisco DIRECT on or about March 30th.

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Star Printing Office

McCandless Building.

Telephone 365

SHIPPING INTELLIGENCE

(Later Shipping News on Page Five)

TIDES, SUN AND MOON.

First Quarter of the Moon March 28th.

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
March	Lane	Small	Lane	Small				
22	4:43	1:5	4:18	10:37	10:56	5:39	6:13	7:13
23	5:22	1:5	4:57	10:58	11:49	5:58	6:13	8:27
24	6:10	1:6	5:30	11:27	12:52	6:13	6:13	9:30
25	7:07	1:6	6:13	11:57	1:55	6:30	6:13	10:30
26	8:10	1:6	6:58	12:32	2:58	6:46	6:13	11:28
27	9:23	1:6	7:47	1:13	4:07	6:55	6:13	12:23
28	10:38	1:6	8:40	2:00	5:26	7:01	6:13	1:16

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m. which is the same as Greenwich, 6 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

arrived yesterday afternoon from Seattle will discharge her cargo of lumber at the Channel dock and hurry back to the Coast for more freight. In addition to the deck load of 315,000 feet of the lumber mentioned for the army quartermaster, she brought down 2500 tons of feed stuffs from the Northwest. It is expected that she will be able to sail on Saturday.

Hackfeld and Company have received wireless advices from the Nippon Maru stating that she will reach this city at about 2 o'clock tomorrow afternoon and will sail for the Orient Friday morning at 9 o'clock. As she comes from San Francisco she will bring mail but no passengers or cargo.

With the trip started yesterday the steamer Mauna Kea commenced her second year on the run between this city and Hilo. Her record has been an exceptionally good one and reflects great credit on her officers, who have taken her through the twelve month period without accident of any kind.

For the first time for many months, there is not a single steamer due in this city with coal for the local market. The supply on hand is large at present, though not up to that which is ordinarily here. With the many boats which are now using oil for fuel the coal importations, with the exception of those for naval purposes, are growing smaller continually.

Captain Harriman, formerly with the Oceanic steamship company and then in command of one of the Union Oil company's steamers is now located in Seattle as assistant to the Inspectors of Hulls and Boilers.

Captain Thompson, who was on the Lansing and before that the Argyle, is now one of the bar pilots at the mouth of the Mississippi river. In talking to a Star reporter a few weeks ago he sent aloft to all his friends in this city.

San Francisco exchanges state that Captain Hersey of the Schooner W. H. Marston caused considerable worry among the insurance people by sailing his vessel through the Golden Gate the other day. She carried sugar from Hilo worth \$169,000. When it is reflected that for years every vessel entering San Francisco did so under her own sail and that masters had none of the aids to navigation which they now have, the feat does not seem to be such a great one. Captain Hersey knows the channels as well as any pilot and may be trusted to take no undue risks.

During the year 1908 there arrived at Hamburg 15,330 sea-going vessels of 11,914,000 net register tons, against 16,473 vessels with 12,049,000 net register tons in the previous year. Among these vessels there were 195 with 513,000 net reg. tons against 203 with 572,000 net reg. tons from East India and the Indian Archipelago, 56 with 205,000 net reg. tons against 44 with 163,000 net reg. tons from China and Japan, 11 with 22,000 net reg. tons against 19 with 36,000 net reg. tons from the other parts of Asia, and 56 with 148,000 net reg. tons against 57 vessels with 147,000 net reg. tons from Australasia.

From a table showing the comparative cost of labor per diem of burning coal and oil in three British steamers, it appears that the oil is about 33 per cent. less than the coal; in other words, 2 tons of oil give the same energy at the propeller as 3 tons of coal. The number of firemen and the wages paid in the smaller steamers when using oil fuel is less than one-fourth what they are when using coal; but with increased size of ship and greater power of machinery, the gain is augmented. Thus the owner of the cargo steamers using oil pays in wages only one-fifth of the sum disbursed when burning coal. Oil does not need to be trimmed nor conveyed by men from distant bunkers. For very small cost in steam pumping power it is automatically fed into the boiler, which is not the case with coal. The relative repair and maintenance costs are most significant: liquid fuel is a preservative of steel; as the boiler doors are never opened, as with coal-burning, there are no such sudden variations in temperature as those which affect junctions of tubes with tube-plates, and involve other troubles with coal-fired boilers. The net result is that oil in a steamer using 200 tons per day costs 4d. per ton to burn against 2s. 6d. for coal. This does not include the first cost of the fuel or plant for separating water from the oil, heating, compressing, and air-spraying the oil.

SLEEPLESSNESS

You will have no difficulty in procuring log rest and sleep if you will let Dr. Miles' Nervine soothe and strengthen the tired, agitated, weakened brain nerves. So long as they remain in this condition, you will be restless, irritable, melancholy. You are welcome to your money back if first bottle does not help.

Shipping in Port

(Army and Navy).
 U. S. S. Iroquois, Moses, station tug. (Merchantmen)
 Am. schr. Florence Ward, Plitz, Midway Islands, Jan. 16.
 Am. bk. Mohican, Page, S. F.
 Am. Schr. Mary E. Foster, Tacoma.
 Am. bk. Fooning Suey, Willett, New York.
 Br. bk. Dolbadarn Castle, Baxter, Peru.
 Am. bk. St. Katherine, Herbert, S. F.
 Am. bktn. S. G. Wilder, Jackson, S. F.
 Am. bktn. Kikikat, Cutler, Port Ludlow.
 M. S. S. Hyades, Alwen, Seattle.

The Mails

(INCOMING.)
 From S. F., Pleiades, Mar. 26.
 From S. F., Nippon Maru, Mar. 26.
 From Yokohama, Chiyo Maru, Mar. 30.
 From Colonies, Aorangi, March 31.
 (Outgoing.)
 For S. F., Hilonian, Mar. 23.
 For Yokohama, Nippon Maru, Mar. 26.
 For S. F., Chiyo Maru, Mar. 30.
 For Vancouver, Aorangi, March 31.
 For Yokohama, Siberia, Apr. 1.
 For Colonies, Makura, April 1.
 U. S. A. TRANSPORTS.
 Sherman at S. F.
 Crook at S. F.
 Sheridan sailed from Nagasaki Mar. 21.
 Dix sailed March 4 for Manila.
 Buford, at S. F.
 Logan sailed March 19 for Manila.
 Burnside, at Puget Sound.
 Thomas at San Francisco.

PASSENGERS.
 Departed.
 Per S. S. Alameda for San Francisco March 24, 10 o'clock a. m.—S. D. Aldrich, R. E. Baines, Miss M. Beecher, F. H. Carroll, Miss C. Casey, P. Casey, Miss R. Davis, J. A. Donahue, F. W. Fletcher, Mrs. S. M. Gardiner, C. L. Greno, Mrs. Greno, Miss J. Halsey, Miss E. Hawkes, Miss N. Hodnett, J. H. Howell, Mrs. Howell, S. C. Kelley, King Ho, Mrs. A. E. Kreke, Miss M. Krout, D. W. Lowe, Mrs. Lowe, T. E. Martin, Mrs. J. E. Matthews, Mrs. E. McCune, H. E. McCune, H. M. McIntire, Mrs. McIntire, Miss L. Naisbett, C. W. Nibley, Mrs. Nibley, Miss A. Nibley, Miss N. Nibley, P. L. Riddlemore, W. G. Rhine, Mrs. J. A. Rule, Miss D. Saunders, Mrs. C. G. Schaefer, Miss Schaefer, R. T. See, Mrs. See, Miss G. Smith, President J. F. Smith, Mrs. Smith, Miss Edith Smith, Miss Emily Smith, Miss Rachel Smith, Miss Smith, Miss L. Spencer, R. H. Thompson, Jr., Mrs. E. S. Washburn, Mrs. P. L. Weaver, M. H. Weinberg, C. R. Williams.

THE LOG-BOOK

The engines of the little gasoline fishing launch Rainbow broke down while she was outside the harbor yesterday and she was rescued from floating out to sea by Will Young in the Waterwitch.

T. H. Davies & Company have received cable advices to the effect that the Royal Mail steamer Aorangi left Suva for this city yesterday. She should arrive here on next Wednesday and will have accommodations for fifteen first and fifteen second class passengers for Vancouver.

The Matson steamer Hyades, which

Fraternal Meetings

HARMONY LODGE No. 3, I. O. O. F.

Meets every Monday evening at 7:30 in Odd Fellows Hall, Fort Street. Visiting brothers cordially invited to attend.

F. D. WICKES, N. G.
 E. R. HENDRY, Sec.

HONOLULU LODGE 616, P. B. O. E. will meet in their hall, King street near Fort, every Friday evening. By order of the E. R.

WM. H. McVERNY, E. R.
 H. C. EASTON, Secy.

DIVISION No. 1, A. O. H.

DIVISION No. 1, A. O. H. Meets every first and third Wednesday, at 8 p. m., in C. B. U. Hall, Fort Street. Visiting brothers are cordially invited to attend.

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